

SWEEPING REDUCTIONS

Tremendous Bargains

IN OUR
Domestic Department

The attention of Householders, Hotelkeepers and others is a specially invited to a

Great Special Sale

OF WELL-KNOWN STANDARD BRANDS OF

Pillow Cottons and Sheetings

We anticipated the recent rise in the Cotton Market, and secured an immense stock at old prices. We bought more than we require.

WE MUST REDUCE OUR STOCK DURING THE NEXT FEW DAYS.

Everybody knows the goods. The following prices speak for themselves.

Sale Commences
Monday, March 4th.

Pillow Cottons,

Lockwood Brand, 42 inches wide,	10 cents.
" " 45 " "	12 1/2 cents.
" " 50 " "	15 cents.
Dallas " 42 " "	10 cents.
Pepperell " 45 " "	12 1/2 cents.
Pequot " 42 " "	12 1/2 cents.
" " 45 " "	15 cents.
" " 50 " "	17 1/2 cents.

Sheetings, Sheetings,

A SPECIAL LEADER of 50 pieces of White and Brown 10-4 Sheetings--SALE PRICE 15 cents.

Lockwood Brand in the following widths:
6-4-16 cents; 7-4-18 cents; 8-4-20 cents;
9-4-22 1/2 cents; 10-4-25 cents.

Pequot Brand: 6-4-18 cents; 7-4-20 cents;
8-4-22 1/2 cents; 9-4-25 cents; 10-4-30 cents.

Linen Sheetings
and Pillow Casings
EQUALLY REDUCED.

Dress Department

Space will not permit us to quote prices, but at this sale we will offer BARGAINS that will astonish you.

Remember the Opening Day
Monday, March 4th.

L. B. KERR & CO.,
LIMITED.

Queen St., Honolulu.

CAPITAL SEES.

Visit of Financiers
To the Volcano
Island.

DILLINGHAM
TELLS OF CROPS

Splendid Showing of Some Big
Plantations--Railroad
Outlook.

The Hilo Herald of recent date says: B. F. Dillingham, who is today recognized as the ablest financier in the Islands, is a guest at Hilo with a number of capitalists from the Mainland who are here seeking an outlet for their money in the form of dividend-paying or soon-to-be-dividend-paying securities. The party arrived in Hilo by Mauna Loa on Sunday morning, and in the midst of a pouring rain they took the train over the Hilo Railway for Puna on Monday. After going over the fields at Kapoho and Puna they came back to Olua and investigated the cane on the Olua plantation in that vicinity, and arrived back in Hilo by the regular train that evening. On Tuesday they returned to Olua, spending the day with Manager McStocker, and going more carefully over the fields and examining the cane and soil. The mill, so far as it was built, had their attention for some time. On Wednesday they examined the upper fields, and spent the night at the Volcano. They will return to Hilo this evening, and go to Honolulu tomorrow.

To say that they were astonished does not express it. Mr. Dillingham, in answer to a question by the Herald representative, said: "I wanted to come up and see how the place looked, and I wanted to take my time, but it is the same old story, 'hurry home.' I am here this time with these gentlemen, showing just what Hawaii has to offer them; prospectors don't go far with capitalists these days--they want investments in enterprises that have something to offer and they prefer to have everything in fair working order. I cannot think of anything better than Olua and Puna plantations and Hilo Railway, and I guess they think so, too."

"I am not more enthusiastic over these propositions today than I was when they started--no, any less. No one could have put Olua in better shape than has Mr. McStocker; the place shows what he has done, and the cane looks magnificent. Their crop next year will be 30,000 tons, as much as Ewa produces, and it has been established ten years. Hawaiian Commercial will have between thirty and thirty-five thousand tons this year, and mind you it is a quarter of a century old, while Olua is a baby. Years from now the product of this one plantation will equal that of all the plantations between here and Kulihaele. That is a pretty broad promise, but just make a note of it and see if I am not right."

"Puna is as good as Olua. With the land of these two plantations and that of the government to be taken up by settlers, there should be more than 100,000 tons of sugar produced in a single crop five years from now. The soil and climatic conditions guarantee it; plenty of rain and plenty of sun. "We want individuals to plant their lands, and I want to say right here that we will give them all the assistance possible, and we will make contracts that will enable them to make money. The plantation does not want to make it all, and I am sure I will favor any agreement with the planters that will give them a fair chance to do well. There is no fun working in the cane and getting nothing for it. "If enough of them go into planting to make it an object, we will run tracks to their lands so the cane may be brought to the mill. This means considerable expense, and we must have enough planters to satisfy us that the area cultivated will warrant it. "When I got the franchise for the Hilo Railway there were some good people free enough with their opinions to say that the road would never be built. Why, before the ink was dry on the document that gave us permission, I sent away an order for material for sixteen miles of road, and there is now on the way the rails for the line to within seven miles of the Volcano, and that branch will be in operation before the close of the year. We have done a lot of work for a company that, in the opinion of others, did not intend to build the road. I am satisfied with it, surprised to see a road without ballast such an easy rider. When the rock crusher arrives and we get the ballast in, the whole line will compare favorably with the average road on the Mainland, and I don't believe many section men will be required. The idea of extending the line to Kau and Kona has not had our serious consideration. I don't believe the plantations on that side of the Island would make contract with us, and until they do, there would be no inducement for us to build. "As to the road through North Hilo, I sincerely hope for the good of Hilo that the gentlemen interested in it will build it. We were after a franchise, and so were they, and the cabinet was divided in the matter. They did not believe two roads could pay, and they, or some of the cabinet officers, thought that as long as we had the franchise for one road we should yield to others. After going carefully over the estimates of the cost of building the line and the probable returns, we decided to concentrate our efforts on the Puna and Olua line, and surrender the other, have as yet had no cause for regret. If Mr. Dillingham's interest in this enterprise, and I am informed in Hilo that he has, the road may be completed. From what I have seen during this visit it appears to me that a belt line of street railway for Hilo would be a good thing for the investors in such an enterprise."

As to the question of condition of Puna plantation, Mr. Robinson, who is one of the principal owners in the enterprise, declined to give an opinion. "I have just seen the cane growing for the first time, and I am delighted, but being an interested party, I would prefer to have you get an opinion of somebody else. "Manager H. C. Campbell was in conversation with Mr. Robinson at the time, and suggested Mr. John Buck. That gentleman was sought, and in response to a request for an expression of his views on Puna, said: "It is truly wonderful, this Puna. The cane is as good as any I have ever seen on an unirrigated plantation. Indeed, it is better than that on some of the plantations that are irrigated. All that expense is saved here, for the Almighty provides all the water necessary, and I may say all the heat. The sun shines during the day, and that dries out the moisture and produces the saccharine matter. "What, in your opinion, will be the average yield?" "I should say not less than five tons to the acre, though there are fields that will go much higher--one, in particular, at Pahoehoe, will go to eight tons easily. The work done by Manager Campbell in two years is remarkable."

When reminded that not a stick of cane had been planted for more than fourteen months, and that two years ago the plantation had not been started, Mr. Buck said: "Of course, it must be true, but it is hard to realize--it seems incredible. I never saw better cane anywhere, and the prospects of the plantation are excellent. The fact that the fields are not together will make no material difference in the cost of producing the sugar. Of course there will have to be some tracks laid, but down there that does not mean much expense. The lay of the land, the character of the soil, and the climatic conditions, are all favorable to the great results that will follow. There is no cane, so far as I have learned, to be planted above 900 feet elevation, which means that it will mature earlier. One thing I noted particularly, and that was the entire absence of yellow leaves on any of the cane, a defect always noticeable in upland cane. In Puna, and as far as I have gone through Olua, the cane is remarkably green and healthy looking."

Upon the subject of quicker transportation to the Coast, Mr. Buck, who is interested in the Matson Navigation Company, was reticent. "I really cannot give an intelligent opinion on the subject because I do not know what has been done by the company. I do not think that any definite steps have been taken yet. I presume something will be done, but until the plans are complete, and I know more about them, I prefer not to speak. "Mr. Dillingham, in answer to a question bearing on the same subject, said: "I guess Hilo will have direct steam communication with the Coast within a year, maybe two years. There is need of quicker transportation facilities, but I do not believe the plans are far enough advanced to warrant their being made public at this time. "Included in the parties headed by Messrs. B. F. Dillingham and Captain William Matson, are: Mr. and Mrs. John Lloyd, Mr. and Mrs. A. H. Nelson, Miss Miles, P. Dealin, J. Dillingham, W. S. Goodfellow, George Tournay, Mr. and Mrs. Albert, Miss Miss Minnie Newton, John Buck, M. P. Robinson and L. A. Thurston. Mr. Dillingham and Captain Matson are accompanied by their wives. Mr. Buck is in no way interested in Puna, nor has he, it is believed, large interests in Olua. He is heavily interested in other plantations here on Hawaii and on Oahu, and is considered an expert on the subject of cane cultivation. His opinion of Island investments has been sought by capitalists in California, and he yielded to their requests to accompany them on the trip and investigate the conditions existing on plantations, the securities of which are offered on the market, and with which he was well familiar. The result of the investigation will probably be an immediate and healthy rise in the price of stocks."

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